



## Mails.

Occidental &amp; Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC &amp; OTHER CONNECTING STEAMERS.

THE Steamship BELGIC will be dispatched for San Francisco, via Yokohama, on SATURDAY, the 14th Proxime, at 3 p.m. Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 6 p.m. the day previous to sailing.

RETURN PASSENGERS.—Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be issued from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,

Agent.

Hongkong, April 26, 1887.

504

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES AND STEAMERS.

THE British Steamship ABYSSINIA, 3,651 Tons Register, Alex. Marshall, Commander, will be despatched for VANCOUVER, B.C., VIA YOKOHAMA, on or about SATURDAY, the 14th May, at 3 p.m.

To be followed by S.S. PARTHIA, 4th June, and S.S. BATAVIA, 25th June.

These steamers, formerly in the CURSAR Service, lately received New Engines and Boilers, and can maintain a speed of 13 to 14 knots.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

The attention of through passengers is drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line ever constructed on the American Continent, and specially adapted for commercial traffic.

Invoiced for Goods to United States ports should be made out in quadruplicate, and addressed to Mr. D. E. Brown, District Freight Agent, Vancouver, B.C., and sent to us.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL &amp; CO., Agents.

Hongkong, April 25, 1887.

792

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, the 24th May, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passage Tickets granted to English, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,

Agent.

Hongkong, May 5, 1887.

871

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA CANAL.

(Taking Cargo &amp; Passengers at through rates for NINGPO, CHEFOO, NEW CHIANG, TIENSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Telamon*, Captain JONES, will be despatched as above on WEDNESDAY, the 13th Instant.

For Freight or Passage, apply to BUTTERFIELD &amp; SWINE, Agents.

Hongkong, May 11, 1887.

892

## To-day's Advertisements.

## NOTICE

THE CHRISTIAN BROTHERS have to announce with deep regret the DEATH of Brother CYRIAN, late Director of St. JOSEPH'S COLLEGE, who died suddenly in Japan. All Friends and Pupils of the College are invited to a Mass of Requiem, to be held at the Cathedral, at 7.30 a.m. To-morrow, the 12th instant.

Hongkong, May 11, 1887.

892

## THE SHARK FISHERY COMPANY, LIMITED.

CAPITAL \$80,000

in 1,200 Shares of \$25 each, payable in Two Dollars on Allotment and the Balance when and as the Directors may think fit.

Directors: G. DE CHAMPEAUX, Esq. J. O. ROSETTE, Esq. G. F. GRAHAM, Esq.

Secretary: MR. J. WILLMOTT.

Bankers: MESSRS. WOTTON &amp; DEACON.

Solicitors: MESSRS. WOTTON &amp; DEACON.

Company's Office: No. 36, QUEEN'S ROAD, HONGKONG.

ABRIDGED PROSPECTUS:

THE Company was incorporated as a Company, Limited, by Share on the 30th April, 1887, for carrying on a Fisher for SHARKS and other MARINE PRODUCTS, such as TORTOISE SHELL and BEBOUE-DE-MER.

The WHITE SHARK is a Product of Great Commercial Value on account of its Fins which are used as food by the Chinese, the Oil which is prepared from its skin.

There is a region in the Pacific Ocean where these Sharks abound in such numbers that there is little doubt of the success of an expedition for their capture.

The Company will acquire and fit a suitable vessel and have secured the services of Captain F. D. WALKER as leader of the expedition. This Gentleman has full knowledge of the habitat of the species of this fish.

In lieu of a fixed salary, Captain WALKER will receive the percentage presently shown, and will himself pay the salaries of the First, Second and Third Officers. The Crew will receive a guaranteed minimum for wages and the bonus or percentage presently mentioned.

Provisions and outfitts for a voyage estimated for one year from departure will be provided.

The Company have agreed, in consideration of Captain WALKER's preliminary services and his disclosing the scene of operations, to allot him 200 fully paid up shares.

The following figures give the estimated yield of the fishery.

Capital.

1200 Shares of \$25 each, of which \$20 each will be paid on allotment.

Estimated cost of ship and outfit, apparatus, stores, insurance, advances, wages to Crew &amp;c. \$20,000

Preliminary expenses &amp; contingencies 5,000

Bonus to Capt. Walker. 5,000

Estimated Revenue.

Proceeds of 200 tons (50,400 Gals) shark liver oil at \$80 per ton 16,030

The fish producing this quantity of oil will yield 500 piculs superior fat at \$80.... 40,000

Skin, tortoise shell, bechedemandsurries are not valued, although they may be expected to produce about \$10,000.... 56,000

Estimated Expenditure.

Landing, sorting, and Agent's Commission on Sales 12½ per cent 7,000

Office and running ex-penses, say..... 3,000

Balance carried down. 40,000 \$86,000

Balance brought down..... 40,000

Deduct 10 per cent of this balance for crew..... 4,000

\$86,000

Thirty per cent. on \$36,000 for Captain and Officers..... 10,800

Depreciation of Pro-ceeds..... 5,000

Total balance of Profits... 20,200 \$86,000

The sum of \$20,200 would be at the disposal of the Shareholders, and should the venture be then closed there would be, it is estimated, \$10,000 worth of property, the depreciation fund of \$6,000, and the above \$20,200.

If the venture should be resumed a sum of about \$7,000 would be required to refit and repair the ship, &amp;c., and a reserve of \$2,500 to cover further depreciation could be kept. The balance would suffice for a dividend of about 30 per cent on Capital.

The only agreements in existence affecting the undertaking are an agreement dated the 10th May 1887, between Mr. G. DE CHAMPEAUX, on behalf of the Company, and Captain WALKER, whereby the latter was appointed leader of the expedition upon the terms therein contained, and an agreement of the same date between Mr. G. DE CHAMPEAUX, on behalf of the Company, and Mr. JOHN WILLOTT, Esq., the latter was appointed to the Service of the Company. Both these agreements are subject to the approval of the Company's Office, where copies of the Prospectus and Forms of application for Shares can be obtained, and a copy of the Memorandum of Association seen.

Applications for Shares will be received by the Company's SECRETARY up to and inclusive of the 20th May, 1887.

Hongkong, May 11, 1887.

893

THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, QUEENS-

LAND PORTS, and taking through

Cargo for ADELAIDE, TASMANIA,

NEW ZEALAND, &amp;c.)

The British Steamers *Patum*,*Capstan*, *Roxley*, due shortly, with part cargo

from JAPAN, will be despatched as above at Daylight on SUNDAY, the 22nd instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Managers.

Hongkong, May 11, 1887.

893

## To-day's Advertisements.

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Glaucus*, Capt. HANNAK, will be despatched as above on TUESDAY, the 17th instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWINE, Agents.

Hongkong, May 11, 1887.

896

THE BEN LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

The British Steamer *Bentari*, Captain CLARK, will be despatched as above on or about the 19th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, May 11, 1887.

896

## SHIPPING

## ARRIVALS

May 11, 1887.—

Intrepid, German steamer, 694, J. P. Massman, Amoy May 9, General—RUN HUA CHAN.

Frigate, British steamer, 674, H. Harris, Tamai May 6, Amoy 9, and Swatow 10, General—DIOGOVIA STEAMSHIP CO.

Brig, British steamer, 2,345, Marshall, Shanghai May 8, Balkash—ADAMSON, Bell &amp; Co.

Arduay, British steamer, 1,076, Cook, Hamburg March 22, General—ARDINS, MATTHEWS &amp; CO.

Meito, German steamer, 339, H. J. Morel, Ningpo May 8, General—WIEZLER &amp; CO.

DEPARTURES

May 11.—

Signal, for Hoichow and Pakhoi, Sefor, for Amoy and Shanghai, Galley of Lorrie, for Kuchingtoz, Glamorganshire, for Hankow, Fuzhou, for Havre and London, Haiphong, for Coast Ports, Ningpo, for Shanghai.

CLEARING

May 11.—

Clara, for Touren, Texio, for Saigon, Verona, for Shanghai.

Strathaird, for Kuchingtoz.

Incarab, for Hoilow and Singapore.

Actis, for Haiphong.

Anton, for Hoilow and Pakhoi.

The usual hours will be observed in closing the Mails.

ARRIVED

May 11.—

Per Formosa, from Coast Ports, Mr. Kohiar, and 167 Chinese.

Per Arduay, from Hamburg, Messrs. Paul Meyer and Christian Nielsen.

Per Melita, from Haiphong, 16 Chinese.

DEPARTURE

May 11.—

Per Formosa, from Coast Ports, Mr. Kohiar, and 167 Chinese.

Per Arduay, from Hamburg, Messrs. Paul Meyer and Christian Nielsen.

Per Melita, from Haiphong, 16 Chinese.

To DEPARTURE

May 11.—

Per Formosa, from Coast Ports, Mr. Kohiar, and 167 Chinese.

Per Arduay, from Hamburg, Mess

## THE CHINA MAIL.

The more we look over the carefully worded and accurate report of Mr. Chadwick the more it becomes apparent how much pains that officer took to arrive at the truth. In his remarks about the death-rate and the figures showing the mean age at death, Mr. Chadwick does make allusion to the unusual extent of infantile mortality here. But he specially draws attention to the fact that little weight can be placed on vital statistics in a city like Hongkong. He certainly makes no great point of them, and lays even a little stress upon them. The points on which Mr. Chadwick becomes impulsive, almost eloquent, are the bad drainage and the consequent saturation of the soil which has been going on steadily for the last four or five decades. Mr. Ackroyd, the Acting Attorney General, in his address in Council, did not seem to appreciate the real proportion of things sanitary, as he made more of the vital statistics than he did of the horrible and deadly soaking of the subsoil, which is an evil that might have been remedied years ago.

Mr. Bruce Shepherd, in his "Hongkong Almanack," gives some statistics that, so far as they go, are no doubt accurate; but the prominence given since to the fact that about two-fifths of the deaths annually recorded are those of moribund infants, importuned (many of them) from the mainland, would doubtless materially modify Mr. Shepherd's comments on these vital statistics—

ANNUAL DEATH RATE PER 1,000 FOR THE YEARS 1876 TO 1885.

Year.	British and Foreign Chinese.	Community.
1876	17.49	24.93
1877	18.05	27.12
1878	18.72	30.02
1879	18.16	32.75
1880	18.71	29.22
1881	18.22	24.45
1882	17.76	26.78
1883	17.81	30.89
1884	18.08	27.00
1885	20.30	33.11

Hongkong appears to be the only place in the world where there is such a striking excess of deaths over births.

In Great Britain and Ireland there is a mean annual excess in births over deaths of 57 per cent; in the principal countries of Europe the average is 33 per cent.

In Australia the average is 129 per cent.

Ceylon, 20 per cent; Mauritius, 57 per cent; Bermudas, 57 per cent; British Guiana, 3 per cent; West India, an average of 57 per cent, all of birth over death.

In Hongkong, however, the excess is terribly the other way, inasmuch as the deaths, on an average of the last 10 years, have exceeded the births by 128 per cent!

These figures, alone, show the abnormal state of the mass of the community existing in this Colony, and the important question arises, is this abnormal condition a diminishing or increasing? Analysing the Registrar General's Returns for the last complete year, 1885, it is found that the deaths exceeded the births, by 3637, or (the birth being 1,550), an excess of deaths over births of 231 per cent, being an increase of 69 per cent over, and wondering at the rate of the dead increasing in 1876/7.

The unprecedented state of things, which cannot be taken to be exaggerated, especially considering the number of people belonging to the Colony who go out of the Colony to die—can only be accounted for by (1) the disproportion of male to female population; (2) the abnormal condition of the community, as regards life, in hidden corners of the thickly populated parts of the Colony, coupled with the general disregard of proper attention to hygiene, principally through the ignorance of the community, and (4) the Chinese.

\* Possibly all the deaths are registered, but certainly not nearly all the births.

The Postmaster-General of the United States recently commissioned a fashionable St. Louis artist to paint the portrait of his wife, who is an acknowledged American beauty. The portrait was duly painted and sent home, and no word of complaint was heard from Mr. Villis until an application was made to him by the artist for a cheque with an intimation that the price of the picture was 2,000 dollars. Much to his astonishment the artist received, two days later, not a cheque, but the portrait of Mrs. Postmaster-General Villis, with a note stating that the P.G. could find in it no trace of resemblance to his wife; and therefore, asked not to keep it. Now, it is reported that he, very post, the artist had received a letter from a big firm of cigarette manufacturers, making him if he could let them have the sketch of a pretty woman to use by way of a taking trade label; and on getting the portrait of Mrs. Villis returned an hour or two later, he at once saw his way to a speedy and ingenious revenge. So, sitting down at his writing-table, he dashed off a note to the Postmaster-General, calling his attention to the note of the cigarette makers, which he enclosed, and adding that, as the portrait returned bore no resemblance to his wife, he (the Postmaster-General) would of course have no objection to his using it for the cigarette label. It will probably not surprise my readers to learn that the Postmaster-General had very strong objection to the proposal of the artist, and that the correspondence in incident were ultimately carried on by the Postmaster-General Villis paying the 2,000 dollars and having the portrait of his wife returned to him.

Amoy.

(From our Correspondent.)

Anoy, May 4, 1887.

On Friday, the 6th instant, the searching party of the I. M. Customs made a seizure of about 62 balls of opium on board the S. S. *Foxon*. This being the second time that opium has been seized on that vessel since the new opium regulations came into force, I hear that she was fined 100 taels.

The same evening a party of about five Customs officers went into the city to search a Chinese house where as they had been informed, 2 chests had been stowed away, and found 50 balls. The remaining 30 had been taken over the roof before the officers could seize the smugglers. As there were about 30 smugglers in the house, and only about five Europeans to oversee them, it must have been a risky business. I should not be surprised to hear of one being shot in some of these raids. Fortunately for the officers on this occasion, the smugglers

remained passive while the Customs men were searching for and taking away the opium.

Since the meeting of British subjects last month, when it was decided to build a Hospital for contagious diseases for Europeans, I have heard nothing further about it. I suppose, like the Hongkong Jubilee, it has dropped for the want of support.

A circular was sent round last week to all British ladies, asking them to subscribe to a separate subscription list to make Her Majesty a suitable present to mark the 60th year of Her Reign. I think myself it is about this time this beggar should be discontinued, or else let the money be devoted to some charitable purpose.

Vessels in Port.—Steamers: *Hangchow*, *Formosa*, *Luguan*, *Ching Hoek Kuan*.

Sailing Vessels.—*Mercur* and *Katow*.

#### DIVISION OF LABOUR IN CHINA.

In an article on the above subject, the *Chinese Times*, making a few general reflections on the superiority of specialization over generalization, says:

In reflections of this kind, it is, of course, always China that fills our horizon, and prompts solicitude but often delusive concern, for the different countries with whom we have passed quite different courses of education; for example, progress by irregular movements, not always even in the same direction. With regard to the distribution of functions there is much in common between Eastern and Western peoples, but at the same time certain important disparities. Setting aside the ordinary handicrafts which have evolved much the same quality of organization, varied chiefly by the development of machinery in the West and its absence in the East, consider the division of labour has been carried farther in the East than in the West. Consider the number of servants an Indian household requires, each having his special function. And even in China, where there are no slaves, there is a preoccupation of distinctions to be made, there is often a most provoking aversion among servants and persons of that class to step beyond their own province, and which has the rather merit of preventing the evil from visiting the neighbourhood.

It is interesting to read in the Memorial from the Viceroy of the Hu Kuang provinces that heforeto Hu and the Three Kiang provinces have the invention of the hole in the middle of the coin, which adds so much to its convenience, and which has the further merit of preventing the evil from visiting the neighbourhood. Setting aside the ordinary handicrafts which have evolved much the same quality of organization, varied chiefly by the development of machinery in the West and its absence in the East, consider the division of labour has been carried farther in the East than in the West. Consider the number of servants an Indian household requires, each having his special function. And even in China, where there are no slaves, there is a preoccupation of distinctions to be made, there is often a most provoking aversion among servants and persons of that class to step beyond their own province, and which has the rather merit of preventing the evil from visiting the neighbourhood.

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# THE CHINA MAIL.

[No. 7406.—MAY 11, 1887.]

## INSURANCES.

### NOTICE.

QUEEN FIRE INSURANCE COMPANY.  
PAN.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent, net premium per annum.

NORTON & CO., Agents.

Hongkong, May 19, 1881. 932

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL.—TWO MILLION STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to \$1000 on a Single Life.

For Rates of Premiums, forms of proposal or any other information, apply to ARNHOLD, KARBERG & CO., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

### THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George the First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding \$6,000 at reduced rates.

HOLIDAY, WISE & CO.

Hongkong, July 26, 1882. 496

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882. 14

### Intimations.

NOW COMPLETE WITH SUPPLEMENT.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT, BY DR. E. J. RITEL.

CROWN OCTAVO, PP. 1018.

HONGKONG, 1877-1883.

Part I. A.T. .... \$2.50

Part II. A.M. .... \$2.50

Part III. M.T. .... \$3.00

Part IV. T.Y. .... \$3.00

Supplement, .... \$3.00 Reduced price, per Complete Set, \$10.00, or for Five Sets, \$10.00.

This Standard Work on the Chinese Language, constructed on the basis of Kangxi's Imperial Dictionary, contains nearly all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purpose of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, is published and sold separately.

LANE, CRAWFORD & CO.

Hongkong, April 4, 1887.

SUMMER TIME TABLE.

### THE KOWLOON FERRY.

STEAM LAUNCH

### MORNING STAR

RUNS DAILY AS A FERRY BOAT between Puddler's Wharf and Tsing-Tsa-Tau at the following hours:—This Time Table will take effect from the 10th APRIL, 1887.

WEEK DAYS. SUNDAYS.

6.00 A.M. 7.00 A.M. 7.00 A.M. 6.00 A.M.

8.00 " 8.30 " 7.30 " 8.00 "

8.50 " 9.00 " 9.00 " 10.15 "

9.40 " 10.15 " 10.30 " 10.45 "

10.30 " 12.30 P.M. 11.00 " NOON.

12.45 P.M. 1.00 " 12.30 P.M. 1.15 P.M.

1.30 " 2.00 " 1.30 " 2.00 "

2.20 " 3.00 " 2.30 " 3.30 "

3.30 " 4.00 " 3.30 " 4.00 "

4.15 " 4.30 " 4.15 " 4.30 "

4.50 " 5.10 " 4.50 " 5.10 "

5.25 " 5.40 " 5.25 " 5.40 "

5.55 " 6.15 " 5.55 " 6.15 "

6.45 " 7.00 " 6.45 " 7.00 "

7.15 " 7.15 " 7.15 " 7.15 "

\* There will be no Launch on Monday and Friday, on account of coasting.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

SAILOR'S HOME.

A NY Cast-off Clothing, Books, or Papers will be cheerfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

### NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from "The China Mail."

WITH AN APPENDIX.

THIS PAMPHLET is now Ready, and may be had at the

Office of THE PAPER,

Mrs. Lane, Crawford & Co., Mrs. Kelly & Walsh, And Mr. W. Brewster.

Price, 50 Cents.

## Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per two ounces, for Books, and Patterns, per two ounces.

The Rates on First Class Godowns at 1 per cent, net premium per annum.

NORTON & CO., Agents.

Hongkong, May 19, 1881. 932

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Hongkong, January 4, 1887. 100

Countries of the Postal Union.

The Union may be taken to comprise all civilised countries except the Australasian and Cape Colonies.

Postage to Union Countries.

General Rates, by any route:—

Letters, 10 cents per ½ oz.

Post Cards, 3 cents each.

Newspapers, 10 cents.

Books, Patterns and 2 oz. 2 cents.

Com. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, Fiji, etc., via Torres Straits, Letters, 10 ; Registration, 10 ; Newspapers, 2 ; Books and Patterns, 2 ; Via Ceylon, Letters, 25 ; Registration, 10 ; Newspapers, 2 ; Books and Patterns, 2.

S. African Colonies:—Letters, 25 ; Registration, 10 ; Newspapers, 5.

LOCAL POSTAGE.

General Local Rates for Hongkong, Macao, China, Japan, Siam direct, &c., Cochinchina, Tonkin, and the Philippines:—

Letters per ½ oz., 5 cents (e).

Post Cards, each, 1 cent.

Newspapers, per 2 oz., 2 cents.

Books and Patterns Current, each, 2 cents.

Registration, 5 cents.

(d) Between Singapore, 10 cents.

(e) Between Hongkong, Canton, and Macao 2 cents.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mail.

2. Invitations, &c., can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Divided Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China, can deliver them to the Post Office unstamped, the postage being charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office disclaims all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery and where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters.

Nothing in above scale prevents private agreements.

Licensed Bearers (each).

One Hour, ... 10 cents.

Half day, ... 30 cents.

Day, ... 50 cents.

Jinricksha.

Quarter Hour, 60cts.

One Hour, ... 16 cts.

Half Hour, ... 10 cts. Two Hours, 25 cts.

For every hour or part of an hour over two hours, ... 10 cents.

To Pok-fu-lam or Quarry Bay, ... 20 "

Return, ... 35 "

To Shaukiwan, ... 35 "

Return, ... 50 "

To Aberdeen, ... 35 "

Return, ... 50 "

By Wansai Gap.

Four Coolies, ... \$1.75

Three Coolies, ... 1.40

Two Coolies, ... 1.20

By Pot-fu-Lam, By Aberdeen, Shortest Road.

Four Coolies, \$2.00 Four Coolies, \$2.50

Three Coolies, 1.60 Three Coolies, 2.00

Two Coolies, ... 1.30 Two Coolies, ... 1.60

By Wansai Gap.

Four Coolies, ... \$1.75

Three Coolies, ... 1.40

Two Coolies, ... 1.20

By Pot-fu-Lam, Shortest Road.

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